

U.S. TAKES HAND IN THE NEW HAVEN WRECK INQUIRY

No Westport Disaster if Les-
son of Year Ago Had
Been Heeded.

DEFEND DEAD ENGINEER

Employees Resent Effort of
Railroad to Put Responsi-
bility Upon Clark.

With the arrival to-day at Westport, Conn., of Interstate Commerce Commission, and of Interstate Commerce Commission, the investigation into the wreck of the New York, New Haven and Hartford steamship, which cost seven lives, and which was in charge of the engineering of the ship, will be directed by the commission. He said to-day that had the commission's recommendations made at the time of the Federal Express wreck a year ago on the same road, been observed, this disaster would not have occurred. Two of his inspectors are on the scene and will report as to whether the crew and the ship were at fault, and whether automatic control apparatus would have allowed the engine to take the crossover at the speed of 12 m.p.h.

The other investigations are those of Governor John J. Pades of the railroad officials, of the Public Utilities Commission of Connecticut and of the Brotherhood of Locomotive Engineers. The Brotherhood resents the attempt of the railroad to put the blame on Engineer George L. Clark, who was killed, and it is reported it will be shown that a week ago the road issued orders to its engineers to be more cautious in making up lost time.

A complete search of the wreckage brought the death list down to seven. It is not believed any of the sixteen or more seriously injured will die.

DOUBT IF THE ENGINEER WAS TO BLAME.

There is some evidence that the disaster was not due to Engineer Clark's negligence. What it will amount to when the investigation is complete is not yet known. It is reported that the railroad is making a strong effort to shift the blame to the crew, and that the railroad is making a strong effort to shift the blame to the crew, and that the railroad is making a strong effort to shift the blame to the crew.

Another theory is that the engineer was dead or unconscious in his cab. Harold Gordon, a seaman for many years, was on duty at the time of the wreck. He was on duty at the time of the wreck, and he was on duty at the time of the wreck.

C. C. Ewell, engineer of the Public Utilities Commission, is in charge of the investigation. He made a most minute examination of the scene of the wreck, and he made a most minute examination of the scene of the wreck.

He will get his first hint of the "lost time" orders soon after his arrival. He will get his first hint of the "lost time" orders soon after his arrival.

"We were told a week ago that we weren't doing as well as we might," said one man, whose name was withheld as a protection to him.

BOILER DID NOT EXPLODE, GAS TANKS DID.

The explosion which attended the wreck was of the gas tanks. The locomotive was not on the rails at the time of the wreck, and it became apparent that the boiler was intact, although there were two great gashes in the casing that gave a basis for the earlier report.

Only two bodies of the dead remained to-day at the Westport morgue. The bodies of the dead remained to-day at the Westport morgue.

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Building of the Home As a Matter of Economy

President of N. Y.-N. J.
Real Estate Exchange
Co. Says Buyers Have
Been Educated to De-
mand the Best at the
Least Cost.

BY WILLIAM A. LAMBERT.

No one who is interested in legitimate suburban home building, can fail to be optimistic regarding the New Jersey real estate situation. There is a steady, ever-increasing demand for suburban homes in desirable locations within commuting distance of the business centers of Manhattan. It is indicative of an almost universal desire to escape from living conditions in the city, which have been rendered undesirable for many reasons.

Population congestion is strongly felt not only in the residential districts of Manhattan but in almost every part of Greater New York. Increased transportation facilities, with the admirable Hudson Tunnel system, big highways and their feeders in the shape of fast trolleys, make it possible for the New York business man to reach his home in the New Jersey suburbs in less time than it takes him to get to many apartments within the city limits.

The comfort of living in one's own home in the country within easy reach of the city and possessing all city conveniences is only one of many things instrumental in causing a marked trend of home-seekers to New Jersey. The rate of taxation in Greater New York is increasing by leaps and bounds and people possessing moderate incomes find it impossible to pay the high rents resulting from rising assessments. As a mere matter of economy in living it pays to get out to the suburbs. The increase of population in the greater city both from natural causes and by accession from other parts is bound to go on for an indefinite number of years, and no amount of building upward will be able to keep pace with the demand for proper living quarters.

A holder of desirable suburban property has every reason to be satisfied with the outlook. There are two classes of such buyers—one is buying a home with the primary object of improving living conditions for himself and family. The other is seeking a speculative increase in values. Of the former there was never a greater number than at present. Speculative buying, which frequently means the indiscriminate purchase of alleged building sites with the chief lure concealed in the small amount of cash payment required, is practically a dead issue. The market of gullible ones—although one is said to be born every minute—is very nearly exhausted and low-tide lots, pine scrubs and swamp lands are at a discount.

Wide discrimination is exhibited by current purchasers as to the locality for future homes. They have to be fully satisfied in a great many particulars before buying land, even if circumstances preclude them from immediately building on it. As the object of nine out of every ten is to erect a permanent home, they select surroundings of the right kind for bringing up children, good neighbors, good schools, with all the delights of the country and none of the discomforts often attending what may be fairly termed "pioneering." Buyers seek places where improvements are established and property values are established, with no bugbears of future heavy assessments for sidewalks, streets, water, gas and electricity.

They want undisputed evidence of value before parting with their money. One of the most marked changes that has come under my notice during an experience of over twenty years in suburban building is the present day home-seeker's knowledge as to what he wants and what he should get. Even in homes of very moderate cost there is a marked demand for artistic finish, design and completeness of equipment.

vacation in a suburb of Boston and had prolonged her stay for two days in order to return on her husband's train. "I haven't read the papers," Mrs. Clark said, "but I haven't been an engineer's wife for thirty years without knowing what the company would say. My husband is dead and those who know him thought too much of him for it to be necessary for me to defend his memory; but there are a lot of other engineers, and no one knows whose turn will be next."

"What better defense can I offer for George than that he drove trains—fast trains mostly—for thirty years and never had an accident? Does that sound like him?"

"Do you think an engineer takes a switch at forty miles an hour because he likes to do it? The schedules are made in the dispatcher's office and not in the engineer's cab; that's one thing the public ought to remember when railroad companies blame old and trusted employees for things like this."

Clark was going at least sixty miles an hour," Gardner went on, "but that is nothing, even on crossovers. When the time they have been taken at that speed, and I have been in the cab myself when it was done. I never heard of any orders against it either, unless there was a semaphore block up. The cross-overs are too short anyhow. Danger can't be eliminated from them until they are lengthened."

"I won't believe that Clark was responsible," Gardner said. "I knew him well, and I fired for him for eight months."

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W. A. LAMBERT

To meet these requirements and still keep the price within reasonable limits is the problem that the suburban home-builder has to face. It is one that we have successfully solved in our building operations at Nutley, which this year have been on a larger scale than ever before. We have made it a rule to put into houses a maximum of honest, intelligent work at a minimum cost.

Progress in the education of suburban home buyers has done much to clear and improve the real estate situation. It has brought about the practical elimination of irresponsible, unscrupulous operators, who, prolific in promises and barren in fulfillment, did much to retard suburban development. The public has learned to deal only with developers and building corporations of established reputation—concerns that can point to the past as evidence of ability to successfully carry out any work entrusted to them.

RAPID WORK ON SUBWAYS HASTENS HOME MOVEMENT.

Fast work on the new subway is stimulating realty operations in the suburbs. Engineers for the Public Service Commission reported to-day that the Fourth Avenue subway in Brooklyn and Centre Street loop in Manhattan should be finished and ready for use early next year. More than 1,000 men are at work on them. On all lines, 4,700 men are at work and the total will be raised above 5,000 during the next few weeks when contractors start on five additional sections.

Richard C. Dorsett, the builder of Kings Lawn, Brooklyn, opened a new

UPSET STOMACH AND INDIGESTION.

Heartburn, Gas, Sourness or
Dyspepsia ended in five
minutes with "Pape's
Diapiesin."

Time it! In five minutes all stomach distress will go. No indigestion, heartburn, sourness or belching of gas, acid, or eruptions of undigested food, no dizziness, bloating, foul breath or headache. Pape's Diapiesin is noted for its speed in regulating upset stomachs. It is the surest, quickest and most certain remedy in the whole world and besides it is harmless.

Millions of men and women now eat their favorite foods without fear—they know now it is needless to have a bad stomach.

Please, for your sake, get a large fifty-cent case of Pape's Diapiesin from any drug store and put your stomach right. Don't keep on being miserable—life is too short—you are not here long, so make your stay agreeable. Eat what you like and digest it, enjoy it, without dread of rebellion in the stomach.

Diapiesin belongs in your home anyway. It should be kept handy, should one of the family eat something which doesn't agree with him, or in case of an attack of indigestion, dyspepsia, gastritis or stomach derangement at daytime or during the night it is there to give the quickest, surest relief known.

U WANTA BOAT



If the boat you seek
You'd quickly find.
Remember that
Most any kind
Can be secured
Through World Ads. Sunday.
Use one to-morrow—
Results on Monday.

Or perhaps it's an Automobile Bargain you want. If so, see the "Auto" and "Used Motor Car" Ads. in the Sunday World.

IN EITHER EVENT
YOU'LL PROFIT

group of eighteen dwellings on 8th st. to-day. It has sold all except three of the 7th st. section.

Bryan L. Kennelly will sell at auction next Saturday another big tract of building sites at Jamaica-Hillcrest. Much home building is scheduled to follow the lot distribution.

Howard Estates Development Company completed plans to-day for fifty new dwellings on its tract along Jamaica Bay where it has spent nearly \$200,000 on general improvements. Twenty bungalows under way are costing from \$2,500 to \$5,000 each.

David P. Leahy Realty Company sold three more new dwellings and six additional plots this week at South Ozone Park, L. I. The buyers pay on small instalments.

Rosa F. Tucker, President of Concrete Products Company, has started work on two big dwellings of reinforced concrete near the entrance of the Estates of Great Neck, L. I. They will cost \$14,000 each. The idea is to make them fireproof and very artistic.

T. B. Ackerson Company began final work to-day on the park system in the lake section at Briarwaters, L. I. It will be finished this fall.

Buyers of plots at Massapequa this week will build several dwellings

of hollow tile semi-fireproof construction. Queens Land and Title Company sold sites yesterday to V. Davidson, H. Steiger, G. Masterson, S. E. Hall, H. Godfrey, W. Finn.

Waldorf Mortgage Corporation sold No. 214 Bedford Avenue, Flatbush, a new two-story dwelling yesterday. It was held at \$20,000.

Lawson Land Company sold a \$14,000 house, plot 10210, at Laurelton, L. I., to-day to R. W. Goss of Brooklyn.

N. T. Suburban Land Company sold plots at Rosedale station, L. I., this week to Moses P. Henry, Ethel Adelson, S. H. Hovetter, Mrs. Mary Morgan, John Leahy, W. A. Phelps, William Fielding. Plans were completed for three new houses to cost \$4,000 each.

Leonia, N. J., has authorized a bond issue of \$25,000 to buy the privately owned sewerage disposal plants there. All will be operated as one system.

OLD PURSER TO RETIRE.

Lancaster of Lustrania Has Been 44 Years at Sea.

Joseph Lancaster, purser of the Lustrania, known to thousands as Joe Lancaster, and who has been forty-four years at sea, retires after this voyage. He served his apprenticeship on the

bark L'Allegre and rose to the rank of second officer with a master's certificate. Because of defective eyesight he left the bridge for the purser's office.

Part of his career has been spent on troop ships, for which service he has been decorated. He was on the Batavia in the Egyptian campaign of 1882. During the Boer war he was on the Catalonia, a prison ship. He was on the Lusitania on her first voyage home, and he is now making his seventy-sixth round trip on her.

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GOLDEN'S MUSTARD

Makes Cold and Hot Meats Tasty. DELICIOUS on Sandwiches & Biscuits. A fine Salad Dressing by adding vinegar. At Delicatessens and Grocery Stores. 10 CENTS. Speak with each bottle.

Annual Week of Sales 55 Years of Growth in Merchandising

Commencing Monday, October the 7th

Seasonable merchandise of standard quality
will be offered at large concessions
from regular prices.

Mail orders will receive prompt attention.

James McCreery & Co.

23rd Street

34th Street

New York

BROOKLYN

OPPENHEIM, COLLINS & Co

Fulton and Bridge Streets, Brooklyn



Girl's Boucle Coat, \$9.75

Girls' School Coats

Sizes 4, 5, 6 and 8 years

Smart belt model of brown and grey Scotch mixture, full lined. Collar, cuffs and belt of velvet.

5.90 (Value \$8.75)

Girls' Corduroy Coats

Sizes 4, 5, 6 and 8 years

Wide wale corduroy in black, navy and brown. Moire silk collar, cuffs and belt full lined.

7.90 (Value \$12.50)

Women's and Misses' Smart Coats

New Three-quarter and Full length Models of Mixtures, Chin-chilla, Boucle, Chevron, Broadcloth, Serge, Velour, Velvet and Satin. For Motor, Traveling, Street and Sport Wear.

15.00 18.75 25.00 29.75

Misses' and Small Women's Suits

Sizes 14, 16 and 18 years, or 34, 36, 38

Smart new models especially designed as becoming to misses and small women, of chevron, ribbed serge, two-tone cloth, tailor serge whipcord, wide wale, cheviot and mixtures.

18.75 22.50 25.00 29.75

B. Altman & Co

ANNOUNCE FOR TO-DAY (SATURDAY)

A VERY SPECIAL SALE OF
WOMEN'S CHIFFON BLOUSES

AT \$5.00

THESE BLOUSES HAVE JUST BEEN MADE UP
AND ARE OF ENTIRELY NEW DESIGN.

ALSO A SPECIAL SALE OF

MISSSES' & GIRLS' TAILOR-MADE SUITS

AT THE FOLLOWING ATTRACTIVE PRICES:

MISSSES' AND GIRLS' SUITS OF SERGE
OR MIXTURES, ACTUAL VALUE \$22.00, AT \$12.50

MISSSES' SUITS OF CHEVIOTS, ACTUAL
VALUE, \$35.00 AT 18.75

MISSSES' AND GIRLS' DRESSES FOR ACADEMY,
AFTERNOON AND EVENING WEAR, TAILOR-MADE
SUITS, COATS AND WRAPS FOR ALL OCCASIONS
WILL BE FOUND IN THE REGULAR STOCK AT
MODERATE PRICES.

A SPECIALTY IS MADE OF GARMENTS FOR
CHILDREN FROM 4 TO 14 YEARS OF AGE, IN-
CLUDING DRESSES AND COATS FOR SCHOOL
WEAR, PARTY DRESSES, ETC.

B. Altman & Co

RIDING HABITS

READY-TO-WEAR OR MADE-TO-ORDER,
FOR WOMEN, MISSSES AND GIRLS.

RIDING HABITS FOR CROSS-OR SIDE-SADDLE,
REPRESENTING THE LATEST APPROVED IDEAS
OF THE FOREIGN DESIGNERS. SUPERIOR
MATERIALS, WORKMANSHIP AND STYLE ARE
ASSURED.

RIDING SHIRTS, KNICKERBOCKERS, TIGHTS, CORSETS,
HATS, BOOTS, GLOVES, ETC.,
WHIPS AND CROPS.

NEW ASSORTMENTS OF

BOYS' & YOUNG MEN'S CLOTHING

FOR SCHOOL, ACADEMY, COLLEGE AND GENERAL
WEAR ARE IN STOCK. INCLUDED ARE

BOYS' SUITS OF BLUE SERGE AND MIXED CHEVIOTS
(WITH TWO PAIRS OF KNICKERBOCKERS) AT \$6.00,
\$7.50, \$8.50 & \$10.50.

YOUNG MEN'S SUITS OF MIXED CHEVIOTS
(SIZES 32 TO 38) AT \$13.50 TO \$27.50

Fifth Avenue, 34th and 35th Streets, New York.

Your Fall Suit—Do You Want It Tailored or Built?

You owe it to yourself to call on us; to examine our tailoring, to view our fabrics. The better judge you are of the better will we like it. Weinberg clothes are made to order, they are tailored by tailors, fitted to your own proportions in a natural way, made to express your individuality in a style that best becomes you.

Our clothes are tailored—NOT bolstered with excessive padding or stiffening. If you have ever experienced difficulty in being perfectly fitted, no matter where or by whom, then you are the man we especially want to see. And the fabrics—hundreds of different distinctive designs—Tweeds, Cheviots and unfinished worsteds—in colors and weaves that are really new.

We have been making clothes for men thirty-four years, and are making them better every day.

PH. WEINBERG & SONS

Nassau and John Streets

Tailors Since 1878

IT MAKES LITTLE DIFFERENCE WHAT YOU NEED—
A WORLD "WANT" AD. WILL GO AND GET IT.

**Platt's
Chlorides**
The Odorless
Disinfectant
Prevents Disease

A colorless liquid which promptly destroys foul odors and disease-breeding matter. It is stronger, safer and cheaper than carbolic acid, and does not cover one color with another. Sold everywhere in full quart bottles. Write Henry B. Platt, 42 E. 5th St., New York, for free illustrated booklet.

SUNDAY WORLD WANTS
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John's Medicine made new men for me. 225 Madison, 1254 Dufray St., Philadelphia, Pa.